STATE ROUTE 190
TRANSPORTATION CONCEPT REPORT
SEGMENT MAP

Tulare County

1. **Segment 1:** PM 0.0 / 9.5
   SR 190/99 SEP / Road 192
2. **Segment 2:** PM 9.5 / R15.0
   Road 192 / 0.13 MI W of SR 65
3. **Segment 3:** PM R15.0 / 18.5
   0.13 MI W of SR 65 / Blue Heron Pkway - Rd 265
4. **Segment 4:** PM 18.5 / 22.5
   Blue Heron Pkway - Rd 265 / Success Dam Access
5. **Segment 5:** PM 22.5 / R32.7
   Success Dam Access / Balch Park Rd - Milo Rd
6. **Segment 6:** PM R32.7 / 34.0
   Balch Park Rd - Milo Rd / 0.5 MI E of Old Hwy
7. **Segment 7:** PM 34.0 / 48.0
   0.5 MI E of Old Hwy / Camp Nelson Rd
8. **Segment 8:** PM 48.0 / 56.6
   Camp Nelson Rd / Quaking Aspen Camp
9. **Segment 9:** PM 56.6 / 87.6
   Quaking Aspen Camp / Inyo Co Line
   (Unconstructed)

LEGEND

Indicates segments of Route 190.

Indicates an unconstructed segment.

1 Corresponds with the symbols below to provide segment information.

Rd = Road
MI = Mile
PM = Post Mile
SEP = Separation
SR = State Route

Transportation Concept Report

State Route 190

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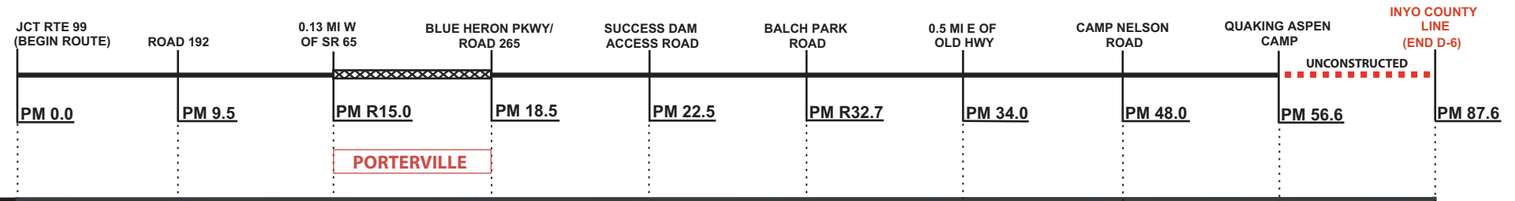
SUMMARY CHART 1-A

LEGEND

Existing Lanes
Conventional
Expressway
Unconstructed Segment
Number of Lanes: 2, 4, 6

* Length of Segments on this bar chart are not to scale



Segment: Is self-explanatory except for several data sets:

Rural/Urban: Indicates whether the segment is in a rural area or city limits.

Terrain: Shows the general highway grade: minimal grade = level; moderate grade = rolling; and severe grade = mountainous.

ROW: Portrays Right-of-Way (ROW) and geometric data in feet.

Shoulder Range: Is a range of treated surface (8' standard), both inside and outside shoulders.

Ultimate (UTC): Is the typical ROW needed for the ultimate facility, i.e., 8 lane freeway (8F) 218' is the standard typical UTC ROW - will be updated upon corridor plan lining by specific sections of highway.

Facility: Shows the Existing Facility, the desired facility type (2030 Concept) by 2030-RTPA's and Caltrans, and the Ultimate Facility to preserve ROW and plan line beyond 2030. It also shows whether a passing lane exists. 2C(I) indicates that the highway has been improved in select locations with operational or safety improvements. Examples are: passing lanes, channelization and traffic signals.

LOS: The current (2006) LOS (level of service), along with the expected calculated LOS in 2015 and 2030. The 2030 Concept is the target LOS desired, i.e., LOS C, for attainment by 2030 Caltrans.

Deficiency: Occurs when the target LOS is degraded, i.e., LOS D worse than LOS C, with the year of occurrence shown. It also shows whether a capacity improving project is in the STIP, and what the LOS would be with the 2030 Concept improvement.

Directional Split: Denotes the split in peak hour traffic flow on a directional basis (NB/SB or WB/EB) either in the morning (AM) or evening (PM).

AADT: Signifies Annual Average Daily Traffic.

Peak Hour: Indicates a representation of the maximum hour of traffic flow during the day.

% Trucks: Shows the percent of trucks for AADT and Peak Hour.

(I)++: 2-lane conventional highway with improvements i.e. turn lanes, passing lanes, bike lanes, signals etc.

+: The Ultimate ROW is the same as the Existing ROW.

UNC: Unconstructed Segment - No highway information available.

NA: Not deficient - Concept Facility meets Concept LOS.

N/A*: Deficient-no projects recommended.

SEGMENT #	1	2	3	4	5	6	7	8	9
County / Route	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190	TUL 190
Description Begin	SR 190/99 SEP	ROAD 192	0.13 MI W OF SR 65	BLUE HERON PKWY/ ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK ROAD	0.5 MI E OF OLD HWY	CAMP NELSON ROAD	QUAKING ASPEN CAMP (UNC)
Description End	ROAD 192	0.13 MI W OF SR 65	BLUE HERON PKWY/ ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK ROAD	0.5 MI E OF OLD HWY	CAMP NELSON ROAD	QUAKING ASPEN CAMP	INYO COUNTY LINE (UNC)
Postmile Limits Begin/End	0.0 / 9.5	9.5 / R15.0	R15.0 / 18.5	18.5 / 22.5	22.5 / R32.7	R32.7 / 34.0	34.0 / 48.0	48.0 / 56.6	56.6 / 87.6
Length (MI)	9.5	5.5	3.5	4.0	10.2	1.3	14.0	8.6	31.0
Rural or Urban	RURAL	RURAL	URBAN	RURAL	RURAL	RURAL	RURAL	RURAL	RURAL
Terrain	FLAT	FLAT	FLAT	FLAT	ROLLING	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS	MOUNTAINOUS
ROW: Range Existing (FT)	50 / 50	50 / 50	142 / 142	100 / 142	100 / 100	80 / 80	60 / 60	60 / 60	UNC
Median Range (FT)	0 / 0	0 / 12	12 / 22	0 / 0	0 / 0	0 / 0	0 / 0	0 / 0	UNC
Shoulder Range (FT)	0 / 0	0 / 10	8 / 10	8 / 8	4 / 8	0 / 8	0 / 4	0 / 0	UNC
Lane Width (FT)	10	12	12	12	12	12	12	12	UNC
Ultimate ROW (FT)	110	110	+	+	+	+	+	+	UNC
Facility: Existing	2C	2C	4E	2C	2C	2C	2C	2C	UNC
2030 Concept	2C(I)++	2C(I)++	4E	2C(I)++	2C(I)++	2C(I)++	2C(I)++	2C(I)++	UNC
UTC	2C(I)++	2C(I)++	4E	4E	4C	4C	2C(I)++	2C(I)++	UNC
LOS: 2006	B	C	B	C	D	B	B	B	UNC
LOS: 20	C	D	C	D	D	C	B	B	UNC
LOS: 2030	C	E	E	D	D	C	C	C	UNC
LOS: 2030 Concept	D	D	D	D	D	D	D	D	UNC
Deficiency/Year Deficient	N/A	2030	2030	N/A	N/A	N/A	N/A	N/A	UNC
Project in STIP/RTP (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
LOS W/ Concept Improvement	N/A	N/A*	N/A*	N/A	N/A	N/A	N/A	N/A	UNC
Directional Split (Peak Hour)	63 / 37	57 / 43	54 / 46	54 / 46	68 / 32	74 / 26	50 / 50	53 / 47	UNC
AADT: 2006	5,700	9,300	22,000	6,300	7,100	1,100	830	430	UNC
AADT: 2015	6,800	14,900	31,400	7,600	8,500	1,400	1,300	800	UNC
AADT: 2030	8,000	24,000	44,700	9,300	10,200	1,700	2,100	1,500	UNC
Peak Hour: 2006	570	930	2,200	620	700	140	100	55	UNC
Peak Hour: 2015	700	1,500	3,100	800	800	200	200	100	UNC
Peak Hour: 2030	800	2,400	4,500	900	1,000	200	300	200	UNC
% Trucks: AADT	31%	15%	18%	6%	8%	4%	4%	4%	UNC
% Trucks: Peak Hour	13%	15%	15%	6%	8%	4%	4%	4%	UNC

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SUMMARY CHART 1-B

LEGEND

Existing Lanes
Conventional
Expressway
Unconstructed Segment

Number of Lanes
2
4
6

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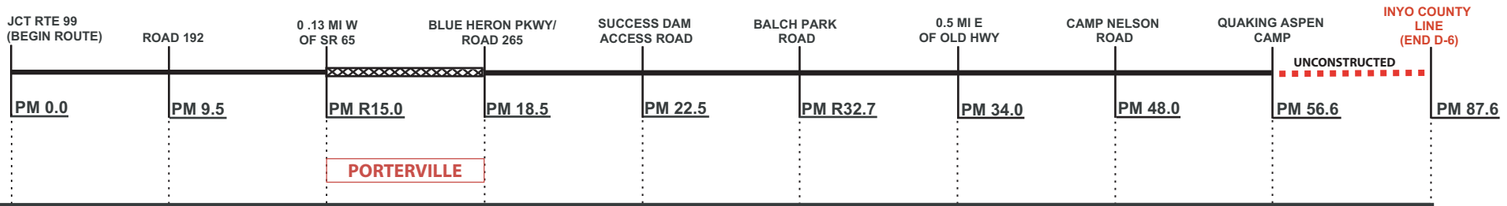

Segment: Is self-explanatory except for several data sets:

Functional Classification: A process by which streets and highways are grouped into or classification systems.

NHS (National Highway System): Included in the NHS is all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors.

Freeway/Expressway System: The Statewide system of highways declared to be essential to the future development of California.

Regionally Significant: Serves regional transportation needs including at a minimum all principal arterial highways and all fixed guideway transit facilities.

STRAHNET: A highway that provides defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war.

Lifeline: A route on the State highway system that is deemed so critical to emergency response/life-saving activities of a region or the state that it must remain open.

IRRS (Interregional Road System): A series of State highway routes, outside the urbanized areas, that provide access to the State's economic centers, major recreational areas, and urban and rural regions.

STAA (Surface Transportation Assistance Act): This act required states to allow larger trucks on the National Network. "Terminal Access" routes are State highways that can accomodate STAA trucks. Other designations i.e., California Legal offer more limited access.

Scenic: A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers.

ICES (Intermodal Corridor of Economic Significance): Significant National Highway System Corridors that link intermodal faclities most directly, conveniently and efficiently to intrastate, interstate, and international markets.

Yes* = Designated Bike Lane or Route in Roadway

SEGMENT	1	2	3	4	5	6	7	8	9
County / Route	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190	TUL / 190
Description Begin	SR 190/99 SEP	ROAD 192	0.13 MI W OF SR 65	BLUE HERON PKWY/ ROAD 265	SUCCESS DAM ACCESS ROAD	BALCH PARK RD	0.5 MI E OF OLD HWY	CAMP NELSON RD	QUAKING ASPEN CAMP (UNC)
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Lane Length (MI)	9.5	5.5	3.5	4.0	10.2	1.3	14.0	8.6	31.0
Functional Classification	MINOR ARTERIAL	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL	MINOR ARTERIAL	MINOR ARTERIAL	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR	MAJOR COLLECTOR
National Highway System (NHS) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
Freeway/Expressway System (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
Regionally Significant (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	UNC
STRAHNET (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
Lifeline (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
IRRS (Yes: HE=High Emphasis, F=Focus, G=Gateway) or No	NO	NO	NO	NO	NO	NO	YES	YES	UNC
TRUCK NETWORK: STAA (NN=National Network, TA=Terminal Access) or CL=California Legal, R=Special Restrictions; A=Advisory	TA	TA	TA	TA	TA	TA	A	A	UNC
Scenic (Yes: OD=Officially Designated, E=Eligible) or No	NO	NO	E	NO	NO	NO	NO	NO	UNC
ICES (Intermodal Corridor of Economic Significance) (Y/N)	NO	NO	NO	NO	NO	NO	NO	NO	UNC
General Plan/RTP LOS Standard	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D	Tulare Co LOS for CMP & RTP Regionally Significant System-D
General Plan/RTP Standard Highway Classification	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY	STATE HIGHWAY
Bikes/Pedestrians Allowed	YES	YES	YES	YES	YES	YES	YES	YES	UNC